

PUBLIC COMMENTS (PC)-G

PC-G1

From: Bgal00 [bgal00@yahoo.com]
Sent: Monday, July 16, 2012 9:42 PM
To: Parsons, 405.dedcomments
Subject: 405 Fwy Expansion

Dear Ms. Smita Deshpande,

I am writing to you as a concerned citizen of Rossmore and a resident on Martha Ann Dr. I have been made aware of a new project that includes adding up to 4 lanes to the 405 freeway right behind my house. If Long Beach/LA County are not expanding the freeway what is the benefit of the huge expansion in our backyards?

As it is the noise level is way too high. The sound wall behind my house is inadequate. Current issues must be addressed first before any new projects should be considered. We just received a new wall over the channel after a year without a wall. This new wall is not only a couple feet taller it is all concrete. Why didn't you replace the existing wall or build it up using concrete block rather than a metal extension?

One very large concern I have is I heard you may take over some of our and possibly eminent domain. Is this true and for the record I will not allow a partial take over?

Best Regards,

Barbara Gal
12705 Martha Ann Dr






PC-G2

From: Jerry Galbreath [jkg5150@aol.com]
Sent: Tuesday, July 17, 2012 9:10 AM
To: Parsons, 405.dedcomments
Subject: 405/22/605 Construction

I am totally opposed to the widening of the 405/22 freeway through Seal Beach. The bottle neck at the north end of the 405 entering Long Beach would be a disaster. I also concur with others that a toll road is out of the question. Why should citizens pay to drive on a highway which is already supported by my tax dollars? It does not make sense.


Jerry Galbreath
4424 Elder Ave.
Seal Beach, CA. 90740
e-mail: jkg5150@aol.com

PC-G3

	
I-405 Improvement Project Public Hearing Comment Sheet	
Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.	
Meeting Venue (please check one of the following):	
<input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College	<input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium
<input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center	<input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center
Name (First and Last): <u>Sergio Galicia</u>	
Organization: <u>Laban Local 652</u>	
Address(Optional): <u>1105 E Wilshire Santa Ana CA 92707</u>	
Phone Number: <u>714-504-1398</u>	Email address:
Comments: <u>The 405 Freeway From the 73 to the 605 Freeway is the busiest in the Nation and in many cases construction workers have been unemployed anywhere from 8 months to a year and a half. This in effect has caused them to lose their homes. This project would create jobs and revenue for the city and county.</u>	
(Space for comments continued on reverse)	
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PC-G4

PC-G4 Translation

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





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☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Antonio Garibay
Organization: local 62 labor
Address (Optional): 1312 Centura #C Anaheim CA. 92802
Phone Number: (714) 491-0058 Email address: _____

Comments: El trafico esta aumentando y
empeorando en freeway 405, La
autopista 405 es la mas congestionada
Este trabajo creara ingresos para
la ciudades cercanas a este proyecto
y para el estado

(Space for comments continued on reverse)


   

Comment:

The traffic is increasing and worsening in the 405 freeway, the 405 freeway is the most congested one.
This job will generate income for the nearby cities and for the state.

1

PC-G5



I-405 Improvement Project

Public Hearing

Comment Sheet

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 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center


Name (First and Last): <u>Alex Bambaca</u>	
Organization: <u>582 Local</u>	
Address (Optional): <u>11035 Galena St, So. El Monte CA 91733</u>	
Phone Number: <u>(626) 315-0221</u>	Email address:

Comments: Traffic is heavy while in construction
commute is more elastic frustrating } 1

(Space for comments continued on reverse)

PC-G6



I-405 Improvement Project

Public Hearing

Comment Sheet

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 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center


Name (First and Last): <u>Domingo Garcia</u>	
Organization: <u>Local 582</u>	
Address (Optional): <u>P.O. Box 15932 Santa Ana Ca. 92735</u>	
Phone Number: <u>(714) 537-4273</u>	Email address:

Comments: This project would create jobs and
REVENUE for the city and county } 1

(Space for comments continued on reverse)

PC-G7

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Comment Sheet

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Name (First and Last): Fred Garcia
Organization: IUPAT P.C. 36
Address (Optional):
Phone Number: 562-244-8676 Email address:

Comments: Improvement on the 405 would really
Help Time wise Traveling to & from work.

(Space for comments continued on reverse)

PC-G8

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Comment Sheet

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Name (First and Last): Garilyn Garcia-Octa
Organization:
Address (Optional): 10411 Cinco de Mayo, Fountain Valley, Ca. 92708
Phone Number: 714-9164-8774 Email address: Octative@gmail.com

Comments: Living 1/4 mile from the 405 all of my
life I think I can speak from the heart
when I say that it is imperative that
the 405 be widened. The Traffic is
horrible and no matter when I am
on the freeway there is always an
accident. The 405 has got to be one of
ORANGE Counties most traveled freeways
and I just don't see why it has

(Space for comments continued on reverse)

PC-G8 Continued

not already been expanded,
It just makes sense.

It will also put men + women to
work and stimulate the
economy.


Please use another sheet if you need more space for your comments.

To submit completed comment sheets, please
return to staff member, place in the comment box
or mail by July 2, 2012 to:
Ms. Smila Deshpande
Branch Chief - Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405dedcomments.parsons@parsons.com

For more information on the
I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405improvement
www.facebook.com/405improvement

PC-G9

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

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Name (First and Last): Pablo Garcia
Organization: Labor Local 652
Address (Optional): 607 E BORHARD AVE Santa Ana ca 92707
Phone Number: 714.269.1277 Email address: _____


Comments: THE 405 FREEWAY FROM THE 73 TO THE 605 FINALLY

(Space for comments continued on reverse)

PC-G10

PC-G11



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Name (First and Last): Ramiro Garcia
 Organization: _____
 Address (Optional): _____
 Phone Number: 323 646-7610 Email address: _____

Comments: To Help Traffic. } 1

(Space for comments continued on reverse)



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Name (First and Last): Adam Garofalo
 Organization: OC Resident
 Address (Optional): _____
 Phone Number: 714-244-0332 Email address: adamgarofalo@gmail.com


Comments: The 405 always has traffic when going to the dog beach even during the week and the 405 South merging to the 55 North is always congested no matter what time of day. } 1

(Space for comments continued on reverse)

PC-G12

PC-G13



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Name (First and Last): MIGUEL GASTELUM





Organization:


Address (Optional):

Phone Number: (605) 602-9896 **Email address:** miguelgastelum59@yahoo.com

Comments: I DRIVE THE 405 FREEWAY AND TRAFFIC IS BAD AND THIS PROJECT WILL IMPROVE THE TRAFFIC I THINK ALTERNATIVE #3 IS THE BEST SOLUTION

(Space for comments continued on reverse)



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Name (First and Last): Sergio A. Gaxiola

Organization:





Address (Optional): 9922 Royal Palm Blvd

Phone Number: (714) 537-1714 Home **Email address:**

Cell: (714) 401-5866

Comments: Needs more work on Freeways, Helping ours push through.

(Space for comments continued on reverse)

PC-G14

From: mary lou garcia [mickeyds5@msn.com]
Sent: Tuesday, June 19, 2012 6:30 PM
To: Parsons, 405.dedcomments
Subject: wall along 405 freeway

To Whom it May Concern,
 Hi my name is Mary Lou Garcia and I am a home owner in Seal Beach in College Park East my house is located on Columbine St so this wall that you would like to take down would have an impact on me. This wall is protecting my house from any chance of an accident occurring on the freeway and not ending up in my house. I have grandchildren who like to ride their bikes and with the street being made narrower to make more lanes for the freeway is not making sense to me I would think that the city would take the safety of their community over a lane that would not in reality help the traffic on the freeway, I feel if you really took the time to see the benefit of this wall for all the home owners and if this was your home how would you like someone to come and tell you that the wall is coming down.
 PLEASE LEAVE THE WALL ALONE

THANK YOU

MARY LOU GARCIA

PC-G15

From: Wgekler@aol.com
Sent: Friday, July 06, 2012 9:57 AM
To: Parsons, 405.dedcomments
Subject: Comments on 405 Improvement Project

Presently, I am opposed to the 405 Improvement project. I have heard nothing that convinces me that it will result in improvements in Northbound traffic flow since the bottle neck north of the WCC project on the 405 will continue to exist. I have heard of no funding commitment to make improvements to the 405 in Los Angeles County concurrently with the 405 Improvement in Orange County. Without such improvements all I can see is even more congestion at the north end of the 405 Improvement project and additional overload on the WCC.

Furthermore use of toll express lanes is an unwise choice since there is no continuation of those lanes planned for the Los Angeles County segment. This will create backups on the Southbound 405 with drivers without express lane apparatus all moving to the non-express lanes.

Please do NOT commit to the 405 Improvement project until you have told the public what you plan to do to address these concerns on the connection to the Los Angeles County portion of the 405.

I note that the city of Seal Beach has expressed objections to the 405 improvement Project in the Long Beach Press Telegram today, July 6, 2012. I add my voice to their concerns.

*Bill Gekler,
 Rossmoor Resident
 3252 Quail Run Road*

562-431-0256

PC-G16

From: Wgekler@aol.com [mailto:Wgekler@aol.com]
Sent: Friday, August 03, 2012 2:10 PM
To: Parsons, 405.dedcomments
Subject: Support for the Seal Beach 405 Extension Solution

To Supervisor Moorlach and to Caltrans/OCTA,
 I agree with Alternative 1 or the Seal Beach version of Alternative 2. I absolutely oppose Alternative 3. The taxpayers will eventually get stuck with the toll lane operation as they did on the 91 Fwy. This is just another defined benefit program except it is for the road builders and the taxpayer must pick up any shortfall. The second reason for opposing alternate 3 is that it does nothing to address the restricted flow on North I-405 at the county line. It actually will make the congestion worse.
 Frankly, I am surprised that at a time of restricted growth we are pursuing any alternative on the 73 to 605 widening of the 405. Traveling this segment yesterday in off morning and evening rush hours suggests another solution - have the working commuters change their start and finish times to allow lower volume at peak hours. I did it for 20 years in my commute from Rossmoor to the OC Airport area. It was not a deterrent to my work or my willingness to commute.
 The I-405 is being promoted because it is a jobs generator but the alternatives other than those by Seal Beach are wasteful and bad engineering design solutions.

Bill Gekler

562-431-0256

In a message dated 8/3/2012 11:29:11 A.M. Pacific Daylight Time,
John.Moorlach@ocgov.com writes:

The Honorable Michael Levitt, Mayor of Seal Beach, provides his perspectives on the San Diego (I-405) proposed expansion alternatives in this week's *Seal Beach Sun* below. As his perspectives mirror mine, you may not need to send me another e-mail. Besides, we're already getting "Alternative Four" e-mails (and now we know why). If his perspective does not match yours, then you know what to do. However, if you are interested in following the good Mayor's suggestion to contact a member or two of the Orange County Transportation Authority (OCTA) Board of Directors, they are listed below:

- [Paul Glaab](#) – Mayor of Laguna Niguel
- [Gregory T. Winterbottom](#) – Public Member
- [Jerry Amante](#) – Tustin City Councilman

PC-G16 Continued

- [Patricia Bates](#) – Orange County Supervisor, Fifth District
- [Bill Campbell](#) – Orange County Supervisor, Third District
- [Carolyn V. Cavecche](#) – Mayor of Orange
- [Larry Crandall](#) – Fountain Valley City Councilman
- [William J. Dalton](#) – Mayor of Garden Grove
- [Lorri Galloway](#) – Anaheim City Councilwoman
- [Don Hansen](#) – Mayor of Huntington Beach
- [Michael Hennessey](#) – Public Member
- [Peter Herzog](#) – Lake Forest City Councilman
- [John Moorlach](#) – Chair of the Orange County Board of Supervisors
- [Shawn Nelson](#) – Orange County Supervisor, Fourth District
- [Janet Nguyen](#) – Orange County Supervisor, First District
- [Miguel A. Pulido](#) – Mayor of Santa Ana



Musings from the Mayor: You need to comment on I-405 project

Opinion By Michael Levitt



[Michael Levitt](#)

Some of us are old enough to remember when the three-lane Pasadena Freeway was opened, to great fanfare. State and local officials declared it a marvel of engineering that would usher in a new life of independence. We could travel anywhere, at any time, as fast as the law would allow.

PC-G16 Continued

Many of us even remember when the San Diego Freeway didn't reach San Diego. And, then, when it finally did, officials assured us that the "new" Interstates 405 and 5 would be wide enough to accommodate all the cars that would ever drive here.

Well, so much for the myopic freeway engineers of yesteryear!

Today, those engineers, or their sons and daughters, are back, and they are once again planning changes for the I-405, this time from the 73 to the 605.

These changes will take the form of one of three alternatives. Depending upon your personal point of view, and bank account, these "improvements" can best be described as "helpful" or "downright harmful." But this time, you will have some control over what form these changes will eventually take. As long as you take the initiative

Here are the basics of the change options: Alternative One: add one general-purpose lane in each direction. The current freeway footprint will accommodate this expansion.

Alternative Two: Add two general purpose lanes. This will require pushing portions of the sound wall into College Park East, not a good thing if you happen to live where 10 feet of your street's width will suddenly disappear, along with bike paths and parking spaces.

Alternative Three. Add one regular lane, but then convert the current carpool lane into a so-called Express lane -- in reality, a toll lane that will cost the driver a-yet-undetermined amount of money to use. And then add another toll lane right next to it.

Yes, you read that correctly: the free-to-use-with-a-passenger carpool lane disappears, replaced by two toll lanes that you have already paid for with your taxes, and will have to pay for again every time you use it. (Oops, are my personal feelings showing?) By the way, this alternative also requires shoving that soundwall into College Park East.

Northbound, the Alternative Three toll lanes will end at the 605, since the county of Los Angeles has no plans to expand the 405 anytime soon. (A conservative estimate is 15 years before their freeway width will match our freeway width.)

If you typically drive solo, and never use a diamond or HOV lane, and have gotten a bigger hike in your Social Security check than I have, then you might not mind the convenience of being able to pay to use one of the toll roads when driving south.

Otherwise, your choices are limited to Alternatives One and Two.

Personally, I like Alternative Two: since they are tearing up the freeway anyway to add one lane, they might as well add two lanes at the same time, almost for the same price, relatively speaking.

PC-G16 Continued

But I don't like having the sound wall intrude into College Park East.

The city of Seal Beach, working with outside consultants, has produced some engineering options that would allow for the freeway expansion without having to move the soundwall. City staff, Councilman Miller and I presented these options to CalTrans, OCTA and some of our State legislators last week in Sacramento.

It would be an understatement to say our engineering proposals were welcomed by CalTrans less enthusiastically than a frothing pitbull at a nursery school.

Oh, well, guess I need to give this some more thought.

But if you've made up YOUR mind, here's what you can do to let "them" know how you feel.

According to OCTA, you may e-mail your choice of the three alternatives, to 405dedcomments@Parsons.com.

Or, if you feel that putting pen to paper is still the most effective way to communicate, send your comments to Smita Deshande at CalTrans District 12, 2201 Dupont Dr., #200, Irvine, CA 92612.

However, I have a problem with these two agencies being the recipients of your thoughts.

They both have vested interests in developing these freeway "improvements." CalTrans exists to build roadways; the bigger the project, the more secure the employment. Same thing with the Parsons Company. This is a highly respected international corporation—that stands to make millions from this project.

Therefore, if your opinion is to not build at all—think of it as Alternative Four, or just build the least costly Alternative One, then I suppose it is possible that a response in favor of the biggest, most expensive alternative just might make it to the top of the pile, while yours gets buried.

Therefore, I am going to send my opinions to the Directors of the OCTA Board. **County Supervisor John Moorlach** is my representative, and yours, and is probably the most honest and trustworthy elected official I know.

You may e-mail him with your opinions at: district2@ocgov.com.

Where ever and however you express yourself, don't hold back; tell 'em what you think, and why you think it.

You can even tell them you don't want any construction at all, that the current Connectors project linking the diamond lanes of the 405, 605 and 22 freeways has already pushed your patience into the red zone, and any further disruption of the freeways is going to send you over the edge.

PC-G16 Continued

Remember, these are your freeways. You've paid for them.

You have a right to your opinion about how they do or do not get developed!

Michael Levitt is the mayor of Seal Beach.

Bill Gekler

562-431-0256

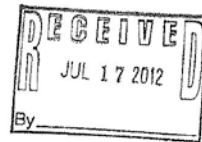
PC-G17

PC-G17 Continued

SANDRA GENIS, PLANNING RESOURCES
1586 MYRTLEWOOD COSTA MESA, CA. 92626 PHONE/FAX (714) 754-0814

July 17, 2012

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200,
Irvine, CA, 92612



Via hand delivery and e-mail to: 405.dedcomments.Parsons@parsons.com

Subject: San Diego Freeway (I-405) Improvement Project DEIS/EIR (State Clearinghouse No. 2009091001)

Thank you for the opportunity to comment on the Draft Environmental Impact Statement/ Environmental Impact Report (DEIS/EIR) for the San Diego Freeway (I-405) Improvement Project DEIS/EIR (State Clearinghouse No. 2009091001) located within Orange County. The project entails the construction of additional lanes, bridges, on-ramps and other support elements for what is currently the I-405 Freeway as it traverses the cities of Costa Mesa, Fountain Valley, Huntington Beach, Westminster, and Seal Beach.

The EIR is intended to provide environmental information to the above responsible agencies, trustee agencies, and other public agencies which may be required to grant approvals and permits. It is not clear if the DEIS/EIR is intended to serve as a program level or project level document. The DEIS/EIR completely fails to provide adequate project level information, let alone address project level impacts in an adequate manner, as discussed below. These comments focus on the project as it relates to the City of Costa Mesa, but the general deficiencies noted below permeate the fabric of the entire document.

Project Description

A vague or incomplete project description will render all further analyses and determinations ineffectual. As stated in *McQueen v. Board of Directors of the Mid-Peninsula Regional Open Space District* (202 Cal.App.3d 1136, 1143; 249 Cal.Rptr. 439), "An accurate project description is necessary for an intelligent evaluation of potential environmental effects of a proposed activity".

In setting aside the approval of an EIR by the City of Los Angeles for water development facilities in Inyo County, the court stated: "An accurate, stable and finite project description is the sine qua non of an information and legally sufficient EIR" (*County of Inyo v. City of Los Angeles* (71 Cal.App.3d 193) [139 Cal.Rptr. 401]). A stable, complete, and accurate project description is the most basic and important factor in preparing a lawful EIR. It is the denominator of the document and, thus, of the public's and decision-maker's review.

Page 1 of 5

It is not clear if the DEIS/EIR is intended to serve as a program level or project level document. The DEIS/EIR completely fails to describe project level detail, let alone address project level impacts in an adequate manner.

The DEIS/EIR explains generally what is planned but is lacking in important information necessary for the lay person and decision makers to identify what would be occurring at a given location, let alone evaluate impacts at a project level. Only the barest program level information is provided in the body of the DEIS/EIR, with project plans buried in Appendix P to the DEIS/EIR. It is only by examining those plans in Appendix P, that one would become aware that the proposed Euclid on-ramp would extend over the Santa Ana River and adjacent to homes and a park in the City of Costa Mesa.

It is not clear where the project will occur within existing rights-of-way and where additional rights-of-way will be needed. The DEIS/EIR indicates that additional right-of-way with up to 108 partial takes will be needed, but only a few of these are identified. Thus, one cannot even be sure what homes or businesses will be affected or whether references to the edge of the right-of-way in the discussions of sound walls and other issues in the DEIS/EIR indicate current or future right-of-way or whether and where the two are the same.

While the DEIS/EIR indicates that sound walls will be constructed and replaced at various locations, these are not specified in the DEIS/EIR. One must review the separate Noise Study Report (NSR) in order to decipher what noise walls will be moved and what the height of the walls will be. One must search through unnumbered page after unnumbered page of the appendices to the 918 page NSR, to see the specific location and height of any sound wall and related details.

It is only on page 45 of the NSR that one learns that the existing noise wall labeled S 649 will be relocated closer to homes. It is only on pdf page 140, that one actually sees the Alternative 1 sound wall location mapped for the homes along New Hampshire and Nevada. Sound wall mapping for other alternatives is included in the ensuing eighty or so unnumbered pages.

The sound walls are an important part of the project and will result in impacts in their own right. Specific information regarding location and height of the sound walls must be included in the body of the DEIS/EIR, along with an analysis of the impact of specific walls. The California Environmental Quality Act (CEQA) requires environmental documents to disclose potentially significant environmental impacts of mitigation measures, which would include sound walls. (CEQA Guidelines, § 15125.6 (a)(1)(D); *Stevens v. City of Glendale* (1981) 125 Cal.App.3d 986.)

Noise

The NSR (p 45, 110, 111) indicates that residences in Costa Mesa will sustain a noise impact without Feasible Noise Abatement. While the noise study in Appendix N to the DEIS/DEIR shows noise information in a table for various locations, those locations are identified only by a numerical code, without reference to any specific map number which requires the reader to sift

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PC-G17 Continued

through information included elsewhere in the appendices in order to have any sense of what is happening where. There is no clear explanation in laymen's terms as to what is actually going to happen where.

It appears that noise wall will only be provided at locations immediately adjacent to residences or other sensitive uses, as is currently the case. However, this creates an impact at the interface between uses, where sound emanates into sensitive areas from areas not equipped with a sound wall. For example, where the I-405 crosses the Santa Ana River at the northerly edge of Costa Mesa, there is no sound wall, although sound walls are provided at the location of the park immediately south of the river and continue on adjacent to residents. Sound from the I-405, which is elevated above the river, is projected along the riverbed, at times echoing, and is broadcast into the residential neighborhood and park. Sound walls must be provided for protection of all homes and sensitive uses, whether or not the wall itself abuts the sensitive use.

The \$37,000 limit on cost for sound walls is perplexing. What is the basis for adopting that limit? What studies were done prior to establishing that limit? According to the DEIS/EIR, under Alternative 3, \$75 million per year in tolls would be generated under that alternative. That equates to \$1.5 BILLION over twenty years. How can local communities then be told that they must sustain impacts if the mitigation would cost more than \$37,000? For example, a sound wall to protect the La Quinta Inn would cost over \$60,000 so it is deemed infeasible. What would be the effects on the hotel? What would be the effects on the ability of the hotel to attract quality patrons? The City of Costa Mesa and other communities along Harbor Boulevard have long worked to limit illicit activities in the area. How would this be fostered by the proposed project?

The DEIS/EIR must examine noise and vibration during construction. During construction of ramp improvement at Harbor Boulevard and the I-405, sound and vibration emanated far into the community, and construction noise was loud enough to be annoying as far away as Fairview Park and Talbert Nature Reserve. Impacts to resources within these parks must be addressed.

Aesthetics/Visual Factors

As the I-405 traverses the City of Costa Mesa, it passes Moon Park, Gisler Park, Shiffer Park, and various residential neighborhoods, as shown in photos of existing conditions in the DEIS/EIR. In accordance with Section 15126.4(a)(1)(D) of the Guidelines for the implementation of the California Environmental Quality Act (CEQA), if a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but in less detail than the significant effects of the project as proposed. Thus, this section must address aesthetic impacts of any sound walls or sound barriers, including impacts to the areas identified above.

The DEIS/EIR includes photographs taken from various locations along the project route, but provides rendered versions at only a few locations, which are not typical of the surrounding community. However, the photograph of "South Residential Landscape Unit" is a photograph not of Costa Mesa's residential areas or parks, but a photograph primarily of the cement Santa Ana River Channel with only a tiny piece of Moon Park. The DEIS/EIR then goes on to dismiss potential aesthetic impacts on the basis of the existing, unappealing visual quality of the area (p.

PC-G17 Continued

3.1.7-37). Rendered photographs from each of the public parks mentioned above and from truly residential areas must be provided.

Cumulative Impacts

Section 15355 of the Guidelines for the Implementation of CEQA defines a cumulative impact as follows:

"Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related **past, present, and reasonably foreseeable probable future projects** [emphasis added]. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Over the years, the I-405 has been progressively widened, handling more and more traffic. It is not enough to address impacts based only on existing conditions. Impacts must address the cumulative impact that has occurred over decades resulting in a gradual degradation of the surrounding environment. This is especially critical if environmental documents for previous project increments may have under-estimated impacts due to noise, air emissions or other factors. Cal Trans is reminded that "environmental damage often occurs incrementally" (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692).

Clearly existing the sound levels at various residential locations as presented in the DEIS/EIR are not typical of ordinary residential districts, but reflect unmitigated noise from the existing I-405. It is not enough to mitigate the impact of the pending project increment. The DEIS/EIR must examine the *cumulative* impact of the I-405 over time. This must include all impacts since the enactment of CEQA and the National Environmental Policy Act (NEPA).

Growth Inducing Impacts

The EIR must examine the growth inducing impacts of the project including continued reliance on auto-oriented transportation systems.

Conclusion

As currently presented, the DEIS/EIR is inadequate to fulfill the purposes of NEPA or CEQA. The document must be revised and re-circulated in accordance with Guidelines Section 15088.5(a)(4) in order that the public and decision makers may be fully informed of the impacts of the proposed project. A key failing is the lack of a clear, complete project description. However, each of the issues discussed above is itself so basic that each must be addressed in

PC-G17 Continued

order for the document to be considered legally adequate and to provide decision makers and the public with the information needed to evaluate the proposed project and its impacts.

Thank you for the opportunity to provide these comments. Please keep me informed regarding the progress of this project, including but not limited to any hearings or release of additional documentation.

Yours truly,



Sandra L. Genis

11

PC-G18

From: Thomas Gibbons [Thomas_Gibbons@rsconst.com]
Sent: Tuesday, June 26, 2012 4:00 PM
To: Parsons, 405.dedcomments
Subject: 405 and Seal Beach Blvd

All the mature trees at this interchange were removed. After the interchange is completed will Caltrans be planting mature trees and what kind?

1

PC-G19

From: lanainative@yahoo.com
Sent: Monday, July 16, 2012 6:51 PM
To: Parsons, 405.dedcomments
Subject: 405 fwy and College Park East

To whom it may concern:


I am an original home owner (42 years) of College Park East and am very concerned about the long term environmental impact on moving our sound wall. Almond Avenue is the longest street in this track and is heavily used by motorists, pedestrians, etc. accessing 2 of our parks and the many cul de sacs and streets that it intersects with. Moving the wall would take away parking and the safety of all that use this busy street that has been landscaped for a very long time. Not to mention the pollution that comes from the freeway to become far worst and causing health issues. I urge you to work on finding a better solution that won't impact the residents here and look at something with a longer term solution.

Regards,
Gloria

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PC-G20

PC-G21

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Nathanael Gleason
Organization: _____
Address(Optional): 3020 E Yorba Linda Blvd Apt R-17 Fullerton CA 92831
Phone Number: (714) 832-1634 Email address: NathanH.Gleason@gmail.com

Comments: take the 905 fwy and there is tons of traffic
problems... please let us help!

(Space for comments continued on reverse)

From: Frank Godino [dpdental@pacbell.net]
Sent: Tuesday, July 17, 2012 5:53 PM
To: Parsons, 405.dedcomments
Cc: Dana Point Chamber
Subject: I-405 improvement project
Attachments: Frank Godino.vcf

I was asked by my Chamber of Commerce to comment on the improvement project. I would like to go with the fourth option - nothing at the time. Last I checked we were having financial troubles that had to be rectified by across the board cuts in all departments. If in fact our 2012-2013 budget is balanced, why don't we take a breather and build up some reserves? I don't want to see another project with 3 guys supervising every one and massive overtime paid out, among other things. I'm tired of irresponsible spending in this state starting with that bonehead in Sacramento and continuing on down. Now I'm not saying I wouldn't like to spend less time in traffic, but for right now try and cool down the spending everywhere - people will manage. Now if you would like to reduce the obscene union pensions and use that money, I'd reconsider one of the other options.

Sincerely,

Frank Godino D.M.D.
34190 Pacific Coast Hwy.
Dana Point, CA 92629
949-493-7004

www.DrFrankGodino.com
www.DanaNiquelDental.com

PC-G22

From: mark gole [mark.gole2@gmail.com]
Sent: Tuesday, June 19, 2012 7:06 AM
To: Parsons, 405.dedcomments
Subject: Leave our wall alone

My name is Mark Gole. I live at 3551 Almond ave. Seal Beach. Without the wall we have nothing to protect us. You take 10 feet away from us and we loose our safety. I walk Almond almost every day, and I feel if that wall is moved it will cause many safety concerns. It is hard enough living this close to the freeway, and you want to bring it closer. We already have to deal with the noise, and all the work being done for the next couple years. Our children will be at risk if this change is made. It will also be a financial burden for a lot of people. You have plenty of space on the south side of the freeway to make your changes. This cannot happen, I will fight it every step of the way.
Sincerely,
Mark Gole

--
Thank You,
Mark Gole

PC-G23



**I-405 Improvement Project
Public Hearing
Comment Sheet**

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- ☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center


Name (First and Last): <u>Simon M. Gomez Sr.</u>	
Organization: <u>LABOR UNION 652</u>	
Address (Optional): <u>PO Box 9531 Fountain VALL. CALIF. 92728</u>	
Phone Number: <u>(714) 474-7413</u>	Email address:

Comments: long OVER DUE

(Space for comments continued on reverse)



PC-G24

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

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Name (First and Last): GEORGE GONZALES
Organization: IRON WORKER
Address(Optional): 1414 GEM WOOD, WHITTIER, CA 90601
Phone Number: 626 324 6336 Email address: GGONZALES39@AOL.COM

Comments: It will improve my commut to my next
job or to get material to job site in good reasonable
time

(Space for comments continued on reverse)

PC-G25

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

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☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Gonzales Jose G.
Organization: Plumbers R. Fitters Local 582
Address(Optional): 1414 W. Central Ave. #4 Brea, CA 92821
Phone Number: 714-568-8830 Email address: jggonzales73@yahoo.com


Comments: Help us with this traffic congestion, and
generate jobs in the County!

(Space for comments continued on reverse)

PC-G26

PC-G27



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Bernabe Gonzalez





Organization: C. Masons


Address(Optional): _____

Phone Number: 619)625-6847 Email address: BGonzales@ca.rr.com

Comments: more lanes more Bridges for a
Beter future and less time to worik

(Space for comments continued on reverse)



I-405 Improvement Project

Public Hearing

Comment Sheet

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☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Eduardo Gonzalez





Organization: 2425 Local 652 Labor

Address(Optional): 2425 Raymond - 120

Phone Number: 1714.345-5151 Email address: _____


Comments: There is a lot Traffic we need
more Lanes

(Space for comments continued on reverse)

PC-G28

PC-G29

 **I-405 Improvement Project
Public Hearing
Comment Sheet**

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☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Jimmy Gonzalez
 Organization: Local 652 Labors
 Address (Optional): _____
 Phone Number: (714) 267-1201 Email address: _____

Comments: It should be wider so there will be less traffic with less traffic, less people would be late for work. People wouldn't have to wake up as early to get ready and won't be as tired when they get to work. Another reason it should be widened is to provide work for the construction workers.

(Space for comments continued on reverse)

 **I-405 Improvement Project
Public Hearing
Comment Sheet**

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☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Juan Gonzalez
 Organization: Punchers #78
 Address (Optional): 154 Monroe Ave Pomona CA 91767
 Phone Number: (626) 991-4732 Email address: chcen271@yahoo.com

Comments: This would impact and improvement traffic to 91 Freeways and help workers and people.

(Space for comments continued on reverse)


PC-G30 Translation

Comment:

Because there is a lot of traffic and accidents.

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PC-G31

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

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Name (First and Last): ROBERT GONZALEZ
Organization: 1682 W ORANGEWOOD AVE B ANAHEIM CA 92802
Address(Optional):
Phone Number: 714-868-9913 Email address:

Comments: I Want more Roads, For all the cars coming through.

(Space for comments continued on reverse)

PC-G32

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

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Meeting Venue (please check one of the following):

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☐ Wednesday, June 6, 2012 -- Westminster Community Center ☐ Thursday, June 14, 2012 -- Fountain Valley Senior Center

Name (First and Last): Jaime Garcia
Organization: Labo-ers Local 652
Address(Optional): 2019 S Towner St Santa Ana CA 92707
Phone Number: (714) 767-7727 Email address:

Comments: This project would help the flow of traffic. help create better infrastructure on our bridges and streets. It would also help create jobs and revenue for the county.

(Space for comments continued on reverse)

PC-G33

PC-G33 Continued

From: Harvey Goodman [hgoodman@cgo-intl.com]
Sent: Monday, July 09, 2012 12:36 PM
To: Parsons, 405.dedcomments
Cc: miller.sbcc4@earthlink.net
Subject: Response to I-405 Improvement Project Draft EIR

To whom it may concern:

We've been College Park East residents for over 40 years, the original owners of a house that is in a cul-de-sac that faces the sound wall on Almond Ave. boarding the freeway. Over this time we had pretty much gotten used to the issues with the noise and dirt from the freeway. However, the recent major construction associated with the West County Connectors Project over the past number of months that added lanes to the freeway and removed the shrubbery and trees along the inside of the sound wall has perceptively increased both the noise and dirt to a level that now negatively impacts our daily lives. Not able to stand in front of our house and hold a conversation in a normal voice (noise) or having to dust almost hourly (dirt) or laying awake every night unable to sleep (construction noise) are things we deal with on a daily basis. We have thus experienced the impact of freeway widening first hand.

Now, with the impending I-405 Improvement Project, we have to contend with the prospect of up to SIX additional lanes as well as the possibility that the existing sound wall will be moved ten feet closer to our house. In reviewing the DEIS/EIR associated with this project, it is incomprehensible that the conclusion was reached that air and noise pollution, visual/aesthetics and property values will not be adversely effected by any of the three build alternatives. If we extrapolate the impact of the recent freeway expansion, at a minimum (Alternative 1, the addition of one lane in each direction), there will be increased noise and air pollution resulting in a reduction in property value in College Park East. In the worst case (Alternative 3, three additional lanes in each direction), noise and air pollution in the immediate vicinity of Almond Ave will become intolerable.

Quality of Life

The DEIS/EIR seems to have completely disregarded the issue of *quality of life* on a local basis. For example, the following table is extracted from page 3.1.1-29 of the DEIS/EIR. Basically it presents the only response to the issue of "quality of life". It appears that the sole component of the enhancement of the quality of life mentioned is the added capacity of the freeway system leading to reduced commute time. We do not see a "Degradation to quality of life" section.

Applicable Goal, Policy, or Objective Consistency Analysis

Enhance the quality of life:	Consistent. OCTA and Caltrans have developed an extensive outreach effort to ensure that all potentially affected jurisdictions and their residents are informed of the planning and implementation process and overall project schedule. In addition, most of the proposed improvements would be constructed within the existing I-405 ROW, which would assist in minimizing impacts to adjacent residences and businesses. The proposed improvements would add additional capacity to the freeway system and reduce commute times. Reduced commute times may facilitate land use planning, especially as it relates to new residential and commercial land uses because residents and shoppers may be attracted to these locations due to increased mobility. This may have a secondary effect of generating economic activity.
-Promote coordinated transportation and land use planning	
-Minimize community impacts	
-Support economic growth	
-Protect the environment	

Specifically addressing the benefits of added freeway capacity, numerous studies have found that freeway expansion is often self-defeating: expansion simply generates more traffic. That is, even if traffic congestion is initially shifted from local streets to a new or widened freeway, people will begin to run errands and commute to more remote locations. Over time, the freeway and its environs become congested again as both the average number and distance of trips increases. Simply put, in addition to normal traffic growth associated with increases in car ownership and economic activity, the additional traffic will also be induced by the presence of the new road itself.

Personal experience with the impact of freeway widening, most recently on I-405 at the I-10 and on the Garden Grove Freeway from the I-405 to the "Orange Crush", reinforces the concept of induced demand. Traffic congestion on these freeways is now actually worse than before the construction. Thus, the benefits attributed to additional freeway capacity do not appear to be valid.

With regard to protecting the environment, no mention is made of increased noise and air pollution in the local residential areas, specifically, in our case, Seal Beach College Park East, caused by the "improvement" project in the DEIS/EIR.

1 Air Pollution

The majority of studies show that health effects begin along roadways that carry 20,000 or more vehicles per day (the area associated with this project estimates 300,000 to 500,000 vehicles per day!), and are strongest for persons who live, work or go to school within about 300 yards from the edge of a freeway (my house is now about 100 yards from the freeway and the projects calls for building lanes that would move the freeway 10 feet closer). It is also true that slower moving traffic emits more pollution than when cars move at freeway speeds. Traffic jams are bad for our air. The effects of pollutants found in vehicle exhaust are significant for people living in urban areas. These pollutants can impair lung function, especially in children and adults with asthma, with a higher number of sufferers resulting in high-traffic urban areas.

Generalized (not localized) regional analysis led to the following results presented in the DEIS/EIR concerning air pollution.

Alternative 1 emissions would be less than existing and future no build emissions. This decrease is due to higher vehicle speeds under Alternative 1, which generally result in lower emission rates. Therefore, Alternative 1 would result in a beneficial effect related to regional operational emissions. [Page 3.2.6-24]

... a regional operational emissions analysis was completed for all alternatives showing that criteria pollutant emissions for all build alternatives would be less than the future no-build conditions in years 2020 and 2040... [Page 3.2.6-26]

2 The assumption that freeway traffic speeds would increase as a result of increased capacity is problematic. As stated above, increased capacity usually does not result in decreased congestion. However, more importantly, the addition of one to three lanes in the north bound I-405 direction will no doubt create a traffic jam at the Los Angeles county line since no freeway capacity increase is planned there for the foreseeable future. Simply, the traffic will need to merge from the widened I-405 freeway in Orange County to the not widened freeway in LA County. **Why did the planners completely disregard this in the analysis?**

Noise Pollution

PC-G33 Continued

Traffic noise increases with higher freeway speeds. Traffic noise can affect the ability to work, learn, rest, relax, sleep, etc. Excessive noise can lead to mental and physical health problems. Based on the DEIS/EIR air pollution analysis discussed above, higher speeds would result from the increased freeway capacity causing lower emissions. How can this result, then, not therefore cause increased noise, as opposed to the statement in the DEIS/EIR below?

[Pages 3.2.7-8, 3.2.7-19 & 3.2.7-31]

The proposed project would not cause a substantial noise increase (i.e., 12 dB).

In actuality, residents along the freeway in College Park East will get both higher air pollution *and* higher noise pollution as a result of the freeway expansion. In the Seal Beach College Park East freeway expansion area, the modifications will result in south bound traffic from LA county having the freeway increase by up to 6 lanes just past the 605 freeway (assuming the Alternative 3 solution) causing a corresponding increase in speed (increased noise pollution) while the north bound traffic into LA county will have to merge down by up to 6 lanes causing stop and go traffic (increase in air pollution). *Why did the planners completely disregard this in the analysis?*

Visual/Aesthetics

Finally, aside from the above mentioned negative pollution aspects of adding additional lanes to the freeway, the proposed move of the Almond Ave. sound wall 10 feet closer to my house will have both a huge negative financial and aesthetic impact in spite of the following comment in the DEIS/EIR.

[Page 3.6-13]

Based upon the information and analysis above, direct or indirect cumulative impacts related to visual and aesthetic resources are not anticipated to result, and no further analysis is necessary and no additional measures are required.

Almond Avenue is the major thoroughfare into the south side of College Park East. Removing 10 feet from the street width will basically eliminate the sidewalks and curb space on the street. *How does this not have an impact on the visual and aesthetics of our neighborhood?*

Finally, in case there is any doubt that our quality of life has taken a major negative downturn as a result of the current I-405 widening, We invite the I-405 Improvement project team to our house to experience firsthand what we are talking about. Since we are in a cul-de-sac with limited parking, please park on Almond Avenue while you can, since, with ten feet removed to accommodate the new freeway sound wall for the I405 Improvement, there will not be roadside parking available in the future. We will first stand in front of our house and try to talk to each other in a normal voice. Notice the "For Sale" sign in the lawn that has been there since the current widening project started. Prospective buyers want a \$30,000 to \$50,000 discount for the proximity of our house to the freeway. We will then move inside my house where we cleaned no more than an hour before your arrival. We will supply towels to wipe the chairs so as not to get your cloths dirty from the freeway dust that has accumulated. Don't mind the heat in the house but the windows will have to be closed so we can hear our selves speak over the freeway noise.

Realistically, we understand the pressures in the current economic environment to spend the \$1.4 billion allocated to this project. Politically it makes no sense to not spend the funds. However, we do expect an honest assessment of the impact that this project will have on our neighborhood and our lives. Once these issues are accurately addressed, measures can be taken to at least help alleviate the problems that are

PC-G33 Continued

caused. Creating a self-serving document such as the DEIS/EIR that totally ignores the negative aspects of the project is just not right.

We look forward to your response.

Harvey & Francine Goodman
3560 Carnation Circle
Seal Beach CA 90740
562 430-2398
hgoodman@cgc-intl.com

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PC-G34

June 26, 2012

We've been College Park East residents for over 40 years, the original owners of a house that is in a cul-de-sac that faces the sound wall. Over this time we have pretty much gotten used to the issues with the noise and dirt from the freeway. However, the recent major construction over the past three months that added lanes to the freeway and removed the shrubbery and trees along the inside of the sound wall has considerably increased both the noise and dirt to a level that is now unacceptable.

We recently had put our house up for sale and the majority of the potential buyers have stated that everything about the house is very favorable except the noise from the freeway. Discounts of 5%-10% have been suggested to compensate for our proximity to the freeway. We cannot accept a \$35,000 to \$70,000 reduction in price and still cover our existing mortgage.

Now we face the possibility of removal of the sound wall for an extended period of time while up to SIX lanes are added to the freeway. After that, it is planned that a smaller wall is to be constructed that is ten feet closer to our home. This will cause a financial, health and environmental disaster that will have a devastating effect of our lives as well as the lives of our College Park East neighbors.

The stated purpose of the project is "to improve travel conditions for work, recreation, school, and commerce by increasing freeway capacity, improving traffic and interchange operations, and enhancing road safety to meet state and federal standards". In fact, it appears that there will be a negative impact on traffic flow since the Los Angeles County line is only a few miles north of the area where the freeway will be expanded to 14 lanes. With no freeway expansion planned past the LA County line in the foreseeable future, the bottleneck travelling north on the 405 will become horrendous. Considering that there will be a negative effect on the lives of the residents as well as the real estate prices, it appears that the only "benefit" of the project is that the OCTA will have successfully spent over \$1 billion that has been allocated for this project.

We hope that you consider the horrible impact this project will have on those of use in College Park East.

Harvey & Francine Goodman
3560 Carnation Circle
Seal Beach, CA

PC-G35

From: Pat Goodman [patgoodman@yahoo.com]
Sent: Monday, June 11, 2012 4:28 PM
To: Parsons, 405.dedcomments
Subject: I 405 Improvement Project

I am opposed to the 405 FWY Improvement Project which will do more to create more traffic and smog to the area. I do support expansion and improvement to public transit. We need to get out of our cars.


Thank you for conducting these hearings. I regret that I am not able to attend this Thursday's meeting. Good luck.

Patricia Goodman
18531 Bentley Ln.
Huntington Beach, CA 92648

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PC-G36

PC-G37

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

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☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Mary Moulamayan
Organization: Local 652 Laborers
Address (Optional): _____
Phone Number: 714 546 7203 Email address: MaryMoulamayan@gmail.com

Comments: Improvements to the Interstate 405 will
help create jobs during the current economic hardship
not just in construction, but in other trades as well. It
will also decongest the flows of traffic on other
local freeways. With less traffic the number of
automobile accident should decrease. The less
time spent on the road will lead to less energy
consumed in gas. This will help conserve our
Our Environment and other our resources.

(Space for comments continued on reverse)

From: john graham [jdg31@att.net]
Sent: Thursday, June 14, 2012 7:54 AM
To: Parsons, 405.dedcomments; Parsons, 405.dedcomments

I don't care for the north bound carpool lane. The yellow line restriction is too long from Fairview to Brookhurst going north. It causes rear endings in the #2 lane when people have a chance to get out of the carpool lane. I drive this almost everyday. I enter the 405N from the 55/73 north connector and I can't easily get into the carpool lane. The bottleneck all the way up to Brookhurst makes drivers very annoyed and most don't want to let you merge towards the carpool lane even if they see multiple occupants in your car. They stay very close to other cars bumpers so you can't merge. You guys should have removed the carpool lane restriction in this region and tried that out for a while before all this mess.

John Graham
Costa Mesa, Ca.

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PC-G38

From: Tom Graham [tgc@sbglobal.net]
Sent: Wednesday, June 20, 2012 9:42 PM
To: Parsons, 405.dedcomments
Cc: eric.bever@costamesaca.gov; wendy.leece@costamesaca.gov;
gary.monahan@costamesaca.gov; stephen.mensinger@costamesaca.gov;
jim.righeimer@costamesaca.gov; citymanager@costamesaca.gov;
peter.naghavi@costamesaca.gov

It seems the basic 405 improvement plan is based on fallacious traffic forecasts. The presentations we have seen at Costa Mesa City Council during public hearings, and at the Orange Coast College public hearing all indicate significant traffic increases by the years 2020 and on to 2040. This is the basic premise on which the improvement plan was developed, and yet much available information indicates the traffic has been going down and will continue to go down.

Our question is HOW DO YOU JUSTIFY THE SIGNIFICANT TRAFFIC INCREASE PROJECTIONS IN THE IMPROVEMENT PLAN?

Consider the following:

POPULATION

According to the Center for Economic Research the Net Domestic Migration figure for California has been going down since 1991 and as of 2009 the cumulative figure has reached more than negative 3.5 million.

BUSINESSES

In 2009, 51 companies moved some or all of their employees out of state. In 2010 the figure was 202, and in 2011 the number was 254.

These are just a couple examples of data that is available.

The population is leaving and the businesses are leaving all because of the state political environment, and there is no indication in sight that this political situation will change

The entire 405 improvement plan is built on a house of cards.

Can anyone explain to me WHY THE TRAFFIC PROJECTIONS SHOULD HAVE ANY CREDIBILITY AT ALL?

I'd like to know.

Tom Graham
1106 Redding Ave.
Costa mesa

PC-G39



**I-405 Improvement Project
Public Hearing
Comment Sheet**

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Ralph Jay Grajeda</u>	
Organization: <u>Cement Mason Local #500</u>	
Address (Optional): <u>3938 W. 5th #202 Santa Ana, CA 92703</u>	
Phone Number: <u>(714) 615-5709</u>	Email address:

Comments:

yes to the express toll.

(Space for comments continued on reverse)



PC-G40

PC-G41

6/26/2012

As an original owner I
request that CPE be left alone.
The wall should be left intact as
it serves as a form of protection
for residents.

As the freeway has now been
expanded it has created more
accidents and further expansion
would only serve to be more
stringent.

Please consider the accidents
and air quality of the entire
community.

Kevin
496 Plazwood
Red Beach 90740



I-405 Improvement Project Public Hearing

Comment Sheet

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☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>IRWIN GREENFIELD</u>	
Organization: _____	
Address (Optional): <u>17300 SANTA CLARA ST. F.V. 92708</u>	
Phone Number: _____	Email address: _____


Comments: THE PLAN THAT I FAVOR IS ALT 2 WE
NEED THE EXTRA LANES, BUT I STRONGLY OPPOSE
DEDICATING ANY TOLL LANES ON THE 405 FWY

FOR ALT 2

(Space for comments continued on reverse)



PC-G42



I-405 Improvement Project Public Hearing Comment Sheet

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☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center





Name (First and Last): LAURENCE GREENFIELD	
Organization:	
Address (Optional):	
Phone Number: (714) 842-4841	Email address:

Comments: **CHOOSE ALTERNATE 2**


NO MORE TOLL ROADS!!

1

(Space for comments continued on reverse)

PC-G43



I-405 Improvement Project Public Hearing Comment Sheet

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 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): BERT C. GRUNSETH	
Organization:	
Address (Optional):	
LOCAL 582	
5914 E. MINNET LN. ANAHEIM CA 92807	
Phone Number: 714-310-7098	Email address:

Comments: **THE FREEWAY IS TO CONGESTED. IT NEEDS TO BE IMPROVED.**

1

(Space for comments continued on reverse)

PC-G44






From: Guardi [yipyop2@aol.com]
 Sent: Monday, July 16, 2012 4:15 PM
 To: Parsons, 405.dedcomments
 Subject: 405 Expansion- Rossmoor Resident Response

We do not want this project to go forward. People need to try and live closer to their own schools and jobs, stop expecting freeways to be the answer. If this project continues and there are serious side effects to the residents, lawsuits will follow.

Thank you.
 Rossmoor Resident

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PC-G45

 I-405 Improvement Project Public Hearing Comment Sheet	
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Meeting Venue (please check one of the following): <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center	
Name (First and Last): <u>Arturo Guillen</u> Organization: _____ Address (Optional): <u>1401 E Avalon Santa Ana Ca 92705</u> Phone Number: <u>(714) 425-0582</u> Email address: _____	
Comments: <u>para que siga mucho mas lejos y que no siga a trafico</u>	
_____ _____ _____ _____ _____ _____ _____	
(Space for comments continued on reverse)	
   	

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PC-G45 Translation

Comment:

In favor, so there are more jobs and no traffic.

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PC-G46

 I-405 Improvement Project Public Hearing Comment Sheet	
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<p>Meeting Venue (please check one of the following):</p> <p> <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center </p>	
<p>Name (First and Last): <u>Gonzalo Guillen</u></p>	
<p>Organization: <u>local 652</u></p>	
<p>Address (Optional): <u>15652 Williams St Apt #105 Tustin, CA 92780</u></p>	
<p>Phone Number: <u>(714) 834-0964</u></p>	<p>Email address:</p>
<p>Comments: <u>para que el trafico circulen mas</u> <u>bien porque el futuro ha ser</u> <u>mas trafico y se ocupan mas carles</u> <u>mas andad las carles para tener</u> <u>un trafico mejor.</u></p>	
<p>(Space for comments continued on reverse)</p>	
   	

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PC-G46 Translation

Comment:

In favor, so traffic flows better in the future because there will be more traffic and we currently need a wider freeway with more lanes so traffic improves.

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PC-G47

 I-405 Improvement Project Public Hearing Comment Sheet	
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Meeting Venue (please check one of the following):	
<input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College	<input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium
<input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center	<input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center
Name (First and Last): <u>Gonzalo Guillera R.</u> Organization: <u>labor local 652</u> Address (Optional): <u>621 S GARNSKY SANTA ANA CA</u> Phone Number: <u>714 878 9873</u> Email address: _____	
Comments: _____ <u>SI NO ESTA TRAVAJANDO NO PUEDE AYUDAR A MANTENER LA ECONOMIA</u> <u>EL TRAFICO ESTA AUMENTANDO Y SOLO EMPESORANDO</u> <u>ESTA PROYECTO CREARIA TRABAJO INGRESOS PARA LA CIUDAD Y EL COMERCIO</u>	
(Space for comments continued on reverse)	
   	

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PC-G47 Translation

Comment:

If you are not working, you are not helping maintain the economy. The traffic is increasing and only worsening, this project would generate work and income for the city and the county.

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PC-G48

 I-405 Improvement Project Public Hearing Comment Sheet	
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<p>Meeting Venue (please check one of the following):</p> <p> <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center </p>	
<p>Name (First and Last): <u>Lose-Cullen</u></p>	
<p>Organization: <u>Labor Local 652</u></p>	
<p>Address (Optional): <u>1402 S. Hickory Santa Ana 92707</u></p>	
<p>Phone Number: <u>(714) 542-9104</u></p>	<p>Email address:</p>
<p>Comments: <u>It's needed for improve of our freeway because of traffic. Traveling North bound & south bound is very bad. Please read my comment.</u></p>	
<p>(Space for comments continued on reverse)</p>	
   	

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PC-G49

PC-G49 Translation

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

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Name (First and Last): Jose Guillen G
 Organization: Labor Local 652
 Address (Optional): FRWCH EST 1320 PAC Santa Ana, CA
 Phone Number: 714-541-0824 Email address: 92701

Comments: Han agorado sus beneficios de
desempleo

(Space for comments continued on reverse)

Comment:


They have depleted their unemployment benefits.

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PC-G50

PC-G50 Translation



I-405 Improvement Project

Public Hearing

Comment Sheet

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Name (First and Last): <u>MIGUEL L. GUILLEN</u>	
Organization: _____	
Address (Optional): _____	
Phone Number: <u>(714) 783-7703</u>	Email address: _____

Comments: ES NESESARIO QUE SE ABRA ESTE PROYECTO POR QUE EL FW. 405 ESTA DEMASADO CONGESTIONADO Y ES NESESARIO, ADEMOS ESTE GENERARIA EMPLEO PARA TANTAS PERSONAS QUE LO NESESITAMOS Y LOS PERSONOS QUE ESTAN EN CONTRA DE ESTE PROYECTO NO TIENEN POR QUE PARAR EL PROGRESO.

(Space for comments continued on reverse)

Comment:

It is necessary that this project starts because the 405 freeway is extremely congested and it is necessary, in addition, it would generate jobs for a lot of people that are in need and the people that are against this project should not stop progress.

1

PC-G51

From: Felix Guo [felix_guo@yahoo.com]
Sent: Tuesday, July 17, 2012 11:37 PM
To: Parsons, 405.dedcomments
Subject: i-405 Damage community

To
 Ms. Smita Deshpande
 Branch Chief – Caltrans District 12
 "Attn: 405 DEIR-DEIS Comment Period"
 2201 Dupont Drive, Suite 200
 Irvine, CA 92612

Dear OCTD,

As in your EIR study, survey based on traffic volume through current 405 freeway has been peaked at year 2010 and the traffic flow decline steadily. So there is definitely "no need for the 405 freeway expansion".

All the EIR data false prediction are based upon the following wrong assumption: "there will be more housing build up around Irvine, great park and other south community".

The expansion of freeway by county authority can only create more health problem from freeway pollutant, created traffic jam in our local College Park East Almond Ave., reroute more passing by traffic through our already crowded Lampson Blvd.

Our family and community in large are strongly against "any expansion option" of 405 freeway project.

College Park East resident
 Felix and Lillian Guo and all family members

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PC-G52

From: Adalinda Gutierrez [adalindag@ca.rr.com]
Sent: Tuesday, June 19, 2012 8:06 PM
To: Parsons, 405.dedcomments
Subject: Leave Our Wall Alone

My family lives in Seal Beach, College Park East. Please leave our wall alone. We recently purchased our dream home and we do not want the freeway inching it's way towards our home. Please find an alternative solution.

Thank You,
 Adalinda Gutierrez

Sent from my iPhone

} 1

PC-G55

From: Adalinda Gutierrez [adalindag@ca.rr.com]
Sent: Tuesday, June 19, 2012 8:10 PM
To: Parsons, 405.dedcomments
Subject: Leave Our Wall Alone

Please save our homes!!!

Thanks

Sent from my iPhone

} 1

PC-G53

From: Adalinda Gutierrez [adalindag@ca.rr.com]
Sent: Tuesday, June 19, 2012 8:07 PM
To: Parsons, 405.dedcomments
Subject: Leave Our Wall Alone

Find an alternate solution!

Thanks

Sent from my iPhone

} 1

PC-G56

From: Adalinda Gutierrez [adalindag@ca.rr.com]
Sent: Tuesday, June 19, 2012 8:16 PM
To: Parsons, 405.dedcomments
Subject: Leave Our Wall Alone

I have respiratory problems and the last thing I need is pollution from vehicles moving closer to my home. My children enjoy playing at the park which I you move the wall will be even closer to the freeway. Our children deserve a safe, nice place to play that is not riddled with noise and pollution. Please find an alternative and leave our neighborhood alone. I am quite sure that you can understand that we purchased our home in this neighborhood for a reason and do not wish to devalue our homes because of the freeway!

Thank you

Sent from my iPhone

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PC-G54

From: Adalinda Gutierrez [adalindag@ca.rr.com]
Sent: Tuesday, June 19, 2012 8:09 PM
To: Parsons, 405.dedcomments
Subject: Leave Our Wall Alone

We don't need or want the pollution, the noise, or the value of our homes depreciated because of the freeway. Find an alternative and leave our wall alone.

Thanks

Sent from my iPhone

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PC-G57

From: Adalinda Gutierrez [adalindag@ca.rr.com]
Sent: Tuesday, June 19, 2012 8:22 PM
To: Parsons, 405.dedcomments
Subject: Leave the wall alone

Please leave our neighborhood alone. The amount that you want to widen the freeway will not make that significant of a difference for the freeway. How is that even an economical alternative? The expense associated with expanding the freeway probably will not outweigh the benefit. Please re consider and leave our neighborhood alone!

Sent from my iPhone

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PC-G58

From: Adalinda Gutierrez [adalindag@ca.rr.com]
Sent: Tuesday, June 19, 2012 8:52 PM
To: Parsons, 405.dedcomments
Subject: Leave our wall alone

We do not want the freeway closer to our homes. There are homes located on Almond St. They will be heavily affected if the wall comes down and the freeway moves closer.

Sent from my iPhone

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PC-G59

From: Adalinda Gutierrez [adalindag@ca.rr.com]
Sent: Tuesday, June 19, 2012 8:55 PM
To: Parsons, 405.dedcomments
Subject: Leave our wall alone

Do not destroy the quality of life in our neighborhood. Leave the freeway and our wall alone.

Sent from my iPhone

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PC-G60

From: Jcglc12@aol.com
Sent: Sunday, June 03, 2012 9:18 AM
To: Parsons, 405.dedcomments
Subject: 405 Widening Project






I am a resident of College Park East in Seal Beach. I have read over the alternatives for the widening project in my area. I am very concerned with the possible moving of the sound wall off of Almond Avenue. I live in a cul-de-sac off of Almond Avenue and the freeway noise presently is tolerable. Moving the sound wall and constructing a new one over time will not only put the freeway closer to my home, but will cause excessive noise and more pollution. I feel the property value of my home will diminish being even closer to the freeway.

I urge the Project Development Team and the OCTA Board to recommend keeping the existing sound wall in place and implement a different alternative to widening the freeway without moving the sound wall.

Sincerely,
Lisa Gutierrez
College Park East Resident

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PC-G61

 <h2 style="margin: 0;">I-405 Improvement Project</h2> <h3 style="margin: 0;">Public Hearing</h3> <h4 style="margin: 0;">Comment Sheet</h4>									
<p>Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.</p>									
<p>Meeting Venue (please check one of the following):</p> <p> <input checked="" type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center </p>									
<table border="1" style="width: 100%;"> <tr> <td colspan="2">Name (First and Last): <u>Rosemary Gutierrez</u></td> </tr> <tr> <td colspan="2">Organization: _____</td> </tr> <tr> <td colspan="2">Address (Optional): _____</td> </tr> <tr> <td>Phone Number: <u>661 932 7444</u></td> <td>Email address: <u>rosemary.gutierrez21@gmail.com</u></td> </tr> </table>		Name (First and Last): <u>Rosemary Gutierrez</u>		Organization: _____		Address (Optional): _____		Phone Number: <u>661 932 7444</u>	Email address: <u>rosemary.gutierrez21@gmail.com</u>
Name (First and Last): <u>Rosemary Gutierrez</u>									
Organization: _____									
Address (Optional): _____									
Phone Number: <u>661 932 7444</u>	Email address: <u>rosemary.gutierrez21@gmail.com</u>								
<p>Comments: <u>Live in the improvement project it will avoid</u> <u>freeway to be congested most important the drive</u> <u>will be less stressful</u></p>									
<p>(Space for comments continued on reverse)</p>									
<div style="display: flex; justify-content: space-around; align-items: center;">     </div>									

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PC-G62

PC-G62 Continued

7/1/2012

Supervisor John Moorlach:

I am writing you as a resident of College Park East, Seal Beach for sixteen years. I am writing you concerning the I 405 improvement project

I am aware that measure M passed with a majority of the vote needed to put it in place. However, I am very concerned with the expansion of the 405 freeway would affect my community.

I would prefer that there would be no expansion of the freeway. Since measure "M" passed, I would only be in favor of alternative 1 which would give one general-purpose lane in each direction from Euclid to the I 605 freeways.

I would like some questions regarding the sound wall to be addressed.

The first is that Almond Street is designated as a Tsunami evacuation and flood route. If you were to make it a one way, how is the evacuation path affected and what is the mitigation route proposed?

I would also like to address the wall itself. The current wall is eighteen feet high and has withstood the test of time because of the excellent construction. I have seen current sound wall off current freeways that don't compare to our wall. If the wall needs to be moved would it be replaced with the current type of wall that we have in place?

I would also like to know if you realize that there are two existing parks would be affected. One is at Astor Street and the other at Oleander Street. Children and adults use the park or play and exercise. All individuals would be exposed to more carbon monoxide and emissions. This can lead to many serious health problems for all that live in our community.

I would also like you to make an assessment of the appreciation and or depreciation of homes on that street or parallel and perpendicular five hundred feet east of Almond Street. If the sound wall is built comparing values of today's market to completion of the sound wall five and ten years after it is built

The population of California is continuing to increase each year. We can't keep adding lanes to our existing freeways as a solution to the problem. In the future, I see the need for a better Mass Transportation System that would include more fuel efficient busses, a bullet train, and /and a monorail that goes from San Diego to Sacramento. I feel Mass Transit improvements would be better for our communities

and would be better for the air we breathe and a better alternative for the noise pollution that would accompany the freeway expansion.

As a registered voter, I urge you to reexamine the expansion of Measure M (405) freeway in Orange County. I do not see that this plan would help solve any problems since there is no plan in place to expand the freeways in the Los Angeles Area. The new expanded lanes would feed into the existing overcrowded Los Angeles area freeways. I hope you take the time to hear the "voices of rage" in our local community.

Sincerely,
Beth M. Guzman

4556 Elder Avenue
Seal Beach CA 90740


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PC-G63



I-405 Improvement Project

Public Hearing

Comment Sheet

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☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Paul Guzman</u>	
Organization: <u>Labor Local 658</u>	
Address (Optional): <u>2113 N. Santa Fe ST. Santa Ana Ca. 92705</u>	
Phone Number: <u>714-558-0998</u>	Email address: <u>Paul sr @ Pl Building.com</u>

Comments: I retired in 1980. Since that time I worked as a Public Works Inspector for Costa Mesa Sonit Dist. for 23 yrs. I have traveled the area and I understand the need for upgrading the Freeway and off ramps. I fully support any improvement in the 405 Freeway. I was present when that was built. Progress is needed.

(Space for comments continued on reverse)

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RESPONSE TO PUBLIC COMMENTS (PC)-G

Response to Comment Letter PC-G1

Comment PC-G1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-G1-2

Future predicted peak-hour traffic noise levels along Martha Ann Drive are expected to rise from zero to 1-dB for any of the alternatives. For this project, soundwalls are only eligible for reconstruction and replacement in-kind when an existing soundwall must be removed, relocated, and replaced in-kind along the project alignment where space is needed for the proposed project's additional lanes or required safety features. Please see Common Response – Noise/Noise Analysis.

Comment PC-G1-3

Acquisition of the property located at 12705 Martha Ann Drive in Rossmoor is not required for the project.

Response to Comment Letter PC-G2

Comment PC-G2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We acknowledge your comments about the proposed project. With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line. With respect to the Express Lanes in Alternative 3, there is no requirement for any motorist to use them. The Express Lanes provide a choice for motorists who need a reliable travel time in the corridor and are willing to pay a toll for it.

With respect to the question regarding tolling and tax dollar support as double taxation, please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-G3

Comment PC-G3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-G4

Comentario PC-G4-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-G4

Comment PC-G4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G5

Comment PC-G5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G6**Comment PC-G6-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G7**Comment PC-G7-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G8**Comment PC-G8-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G9**Comment PC-G9-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G10**Comment PC-G10-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G11

Comment PC-G11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G12

Comment PC-G12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-G13

Comment PC-G13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G14

Comment PC-G14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-G15**Comment PC-G15-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-G15-2

The Draft EIR/EIS, page 3.1.6-96, presents analysis of the anticipated operations on I-405 in the transition areas where the Express Lanes start and end. Table 3.1.6-17 of the Draft EIR/EIS summarizes the operations anticipated in these transition areas. On I-405 southbound in the area of the Los Angeles County line (labeled as “I-405 – I-605 to San Gabriel” in Table 3.1.6-17), LOS F operating conditions are anticipated during peak hours under both the No Build Alternative and Alternative 3 because the volumes expected in the corridor are anticipated to exceed capacity. The additional GP lane proposed in Alternative 3, starting near the I-605 southbound entrance ramp, would improve traffic flow, but it is not anticipated to eliminate peak-period congestion.

Response to Comment Letter PC-G16**Comment PC-G16-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. See Common Response – Preferred Alternative Identification.

Comment PC-G16-2

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-G16-3

A TSM/TDM alternative that includes TDM techniques, such as staggered work hours, is included in the Draft EIR/EIS in Section 2.2.3. This alternative does not satisfy the purpose and

need of the project, but some TSM/TDM elements are included in each of the build alternatives, as described in the Draft EIR/EIS on page 2-17.

Comment PC-G16-4

The purpose of the project is to provide throughput for forecasted traffic to the year 2040. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-G17

Comment PC-G17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-G17-2

The project description complies with Caltrans and FHWA policies and CEQA and NEPA requirements. The EIR/EIS is intended to serve as a project-level document.

Comment PC-G17-3

The EIR/EIS has been prepared consistent with Caltrans and FHWA policies and CEQA and NEPA requirements. Project plans for a project of this size are typically included as an appendix to the environmental document. Appendix P, Project Plans, is referred to throughout the EIR/EIS to assist the reader.

The proposed Euclid Street southbound I-405 on-ramp from Ellis Avenue is discussed and shown in several sections within the EIR/EIS.

In Section 2.2.1, Common Design Features of the Build Alternatives, it states that the “Euclid Street/Ellis Avenue interchange would be improved with construction of a new southbound I-405 on-ramp from eastbound Ellis Avenue.”

In Section 3.1.1.4.1, Affected Environment, it states that “the Santa Ana River Trail crosses underneath the I-405 mainline in Costa Mesa and under the proposed Euclid Street southbound I-405 on-ramp from Ellis Avenue.”

Figure 3.1.1-6: Location of Santa Ana River Trail, in Section 3.1.1.4.2, Environmental Consequences, shows the proposed Euclid Street southbound I-405 on-ramp from Ellis Avenue.

In Section 3.1.7.2, Affected Environment, the proposed Euclid Street southbound I-405 on-ramp from Ellis Avenue over the Santa Ana River is described as having “the potential to create a spot location within the corridor where there would be new lighting; however, potential ramp lighting spill-over can be minimized using cut-off fixtures and shielding to block light trespass into the neighborhood and Moon Park. Based on this analysis, no substantial impact is anticipated by any of the three alternatives under consideration.”

In Section 3.1.7.3, Environmental Consequences, the proposed Euclid Street southbound I-405 on-ramp from Ellis Avenue is discussed within the Key Viewpoint #15 Analysis. A pre- and post-construction view simulation of the proposed feature is also provided (Figure 3.1.7-10). The analysis concludes that “while the new bridge across the river adds a new element to the viewshed, the existing view has such a high degree of encroachment of unaesthetic elements that the addition of the bridge is unlikely to further degrade the view substantially. The overall visual quality would likely drop slightly but remain within the moderately low category, while the viewer response would be moderate given the exposure time and sensitivity of the bikeway users. The overall visual impact within the view is anticipated to be moderately low. This summary is shown in Table 3.1.7-2.”

The Euclid Street southbound I-405 on-ramp from Ellis Avenue piers that would be located in the Santa Ana River are accounted for in the 0.01-acre of permanent impacts shown in Table 3.3.2-2: Temporary Impacts and Permanent Loss by Alternative within the BSA. This permanent impact area is also shown in Appendix O2 through O7 of the EIR/EIS.

Comment PC-G17-4

Section 3.1.4.2.3, Environmental Consequences, discusses the acquisitions of properties required for the project. No homes would be displaced, and no relocation of residences would be required with the implementation of the build alternatives.

Properties identified for partial acquisitions are identified in the Community Impact Assessment (see Parsons 2011a, Appendix A) and Final EIR/EIS, Appendix T.

The build alternatives would all require full acquisition of the properties where Sports Authority, Days Inn, and Fountain Valley Skating Center are located, along with partial acquisition of the property where Boomers is located, on the south side of I-405 between Magnolia Street and Warner Avenue, as discussed in Section 3.1.4.2.3 of the Draft EIR/EIS. OCTA and Caltrans have developed design options for all of the alternatives that would remove the braided ramps between Warner Avenue and Magnolia Street on the north and/or south sides of I-405. If the design option for removal of the ramps on the south side of I-405 is incorporated into the Preferred

Alternative, no acquisition or relocation of any these properties would be required. Please see Common Response – Impacts to Businesses.

Comment PC-G17-5

The Noise Study Report shows the impact analysis and identifies feasible abatement. The Noise Abatement Decision Report determines the reasonableness of the feasible traffic noise abatement measures presented in the Noise Study Report. Before a reasonableness determination can be made, feasibility – providing at least a 5-dB traffic noise reduction – must be achieved for at least one frequent outdoor use area. In the Draft EIR/EIS, Section 3.2.7, Noise, outlines the details of the recommended traffic noise abatement measures from the Noise Abatement Decision Report and includes detailed information regarding soundwalls and their heights. The noise tables in Appendix N – Noise Information have been updated to correspond to the recommended abatement shown in the figures also within Appendix N. A summary of the soundwalls is found in the following tables in Appendix N, Noise Information:

- Appendix N3: Alternative 1 Reasonableness Analysis Summary and Recommended Soundwall Locations, Table 1 – Noise Abatement Information (Alt-1)
- Appendix N4: Alternative 2 Reasonableness Analysis Summary and Recommended Soundwall Locations, Table 2 – Noise Abatement Information (Alt-2)
- Appendix N5: Alternative 3 Reasonableness Analysis Summary and Recommended Soundwall Locations, Table 3 – Noise Abatement Information (Alt-3)

A traffic noise impact would occur under CEQA if ground-level noise-sensitive land uses would experience a predicted traffic noise level that would be substantially higher than existing levels. An increase of 5 dB was considered substantial for this project. Noise impacts under CEQA are discussed in Chapter 4 of the Draft EIR/EIS.

Comment PC-G17-6

Representative frequent outdoor use areas along I-405 are identified by “R” followed by the segment number and a site-specific number. These site-specific numbers are used in the text, tables showing noise analysis, and figures showing the project vicinity, as well as soundwalls. The address and other relevant information of each number are included in Appendix B of the Noise Study Report. Including the address of each point every time that point is mentioned in the text or table will make the text and table more complicated and difficult to follow.

Soundwalls are recommended in accordance with Caltrans’ Traffic Noise Analysis Protocol, which specifies that soundwalls must reduce traffic noise levels by at least 5 dB at the impacted noise-sensitive areas. The Noise Study Report identifies heights and lengths required to provide

the feasible abatement of 5 dB. Areas that are not specified to be noise sensitive are usually not included behind soundwalls unless they are in close proximity to noise-sensitive areas. Gaps in the soundwalls and lower soundwall heights for these areas are only considered where it is not detrimental to the goal of providing feasible traffic noise abatement to noise-sensitive areas. Areas next to the freeway will still be exposed to some traffic noise coming from the top of the soundwalls or from the end points of the soundwalls. The goal of noise abatement measures is to reduce the future traffic noise by at least 5 dB for areas that are exposed to the traffic noise levels that are approaching or exceeding Caltrans/FHWA NAC.

Comment PC-G17-7

Caltrans' Traffic Noise Analysis Protocol defines the procedure for assessing reasonableness of noise barriers from a cost perspective. A cost-per-residence allowance is calculated for each benefited residence (i.e., residences that receive at least 5 dB of noise reduction from a noise barrier). Caltrans' published 2009 base allowance of \$31,000 was used for this project. Additional allowance dollars are added to the base allowance based on absolute noise levels, the increase in noise levels resulting from the project, achievable noise reduction, and the date of building construction in the area. Total allowances are calculated by multiplying the cost-per-residence by the number of benefited residences.

The soundwall that was considered in front of the La Quinta Inn was to provide traffic noise abatement for the pool area, which is currently impacted by the traffic noise and would continue to be impacted in the future. It was concluded that this soundwall would not be reasonable (cost effective). Predicted traffic noise inside the hotel rooms facing the freeway would not approach or exceed Caltrans NAC. Please see Response to Comment GL1-19 for a detailed explanation of soundwalls associated with the La Quinta Inn. Please also see Common Response – Noise/Noise Analysis. Mitigation Measure NOI-04, which specifies that the contractor needs to develop a construction noise and vibration monitoring and mitigation plan once details of the construction activities and phases are finalized, has been added to the environmental document. Implementing proper mitigation measures would minimize or eliminate construction-related noise and vibration impacts. Parks along I-405 that would be impacted by the future traffic noise have been evaluated, and whenever impacts are identified, required abatement measures have been identified.

Comment PC-G17-8

Visual impacts are discussed in Section 3.1.7.3 of the Final EIR/EIS. Elements, such as replacement structures, new retaining walls, and soundwalls, would be a permanent change to the elements within the existing viewsheds along the corridor, including some areas where visual impacts were determined to be Moderately High, as described for Viewpoints 17A and 17B.

With the implementation of Mitigation Measures VIS-1 through VIS-21, the potential adverse effects of the build alternatives on the visual character and quality of the project surroundings would be minimized.

For the discussion of visual quality within each landscape unit, it is important to remember that these are general evaluations for the unit as a whole. Specific locations within the unit may have higher or lower visual quality than the average. In the discussion of key viewpoints, visual quality is assessed for specific views, and these may differ from the average, or general, visual quality rating because that rating only considers a specific location within the landscape unit.

The project is assessed from stationary locations, as well as from dynamic viewpoints such as vehicles, pedestrians, and bicyclists; however, because it is not possible to analyze every possible view within the project area, the FHWA analysis methodology recommends selecting many key viewpoints that represent the potential visual effects of the project and the viewers' experience. A key viewpoint is a representative, typical, characteristic, and clear perception of project elements to the primary viewer group. Additionally, key viewpoints are areas seen to and from the roadway, viewpoints that clearly display the visual effects of the proposed project. The key viewpoints include a representation of all critical visual elements of the proposed project and viewer group types.

The residential area in question is protected from the freeway by a large soundwall that effectively blocks views from the neighborhood into the freeway corridor. One of the few places within this neighborhood that is not visually separated from the freeway is the Santa Ana River Trail and the trail's connection with Moon Park; therefore, this view (Key Viewpoint #15) was chosen to represent the neighborhood because it addresses that portion of the neighborhood not currently screened, as well as a public park and trail that serves this neighborhood.

The Visual Impact Assessment was prepared in accordance with Caltrans and FHWA policy and guidelines. No additional renderings or analysis are necessary.

Comment PC-G17-9

The cumulative effects analysis in Section 3.6 of the Final EIR/EIS utilizes the Caltrans 8-step process for the preparation of cumulative impact analysis. The 8-step process incorporates the requirements identified in Section 15355 of the CEQA Guidelines and 40 CFR, Section 1508.7 of the CEQ Regulations. The past, present, and reasonably foreseeable projects utilized in the cumulative effects analysis are summarized in Table 3.6-1. Note that the cumulative traffic analysis accounted for all projects listed in the Central Orange County Corridor MIS up to the year 2035.

As discussed in Section 3.2.7 and as shown in Appendix N1, noise levels associated with the build alternatives are almost always lower than those reported for the future no-build conditions. It should also be noted that the noise analysis is conservative in its assumptions and utilizes a worst-case scenario, as discussed in Section 3.2.7. Although operation of the build alternatives would increase noise levels over the existing condition, the noise levels are less than the future noise conditions without the project.

It should also be noted that the existing condition of the corridor and resources within the corridor represents all of the cumulative effects of all past projects, and there is no requirement for the cumulative analysis to specifically address cumulative effects since the enactments of CEQA and NEPA.

Comment PC-G17-10

Section 3.1.2 of the Draft EIR/EIS covers induced growth. Anticipated growth in the region is reflected in the forecast traffic demand based on the OCTAM use of forecasts to 2035 of population and employment data identified on page 3.1.2-1 of the Draft EIR/EIS. On page 3.1.2-9, the conclusion is stated that “the proposed project would have no substantial potential for stimulating the location, rate, timing, or amount of growth locally or regionally.” In part, this is because communities within the study area are almost entirely built out or contain few large, undeveloped parcels. It is not anticipated that the proposed alternatives would induce substantial traffic.

Comment PC-G17-11

The Final EIR/EIS was prepared in accordance with Caltrans and FHWA policy and guidance. The Final EIR/EIS has been through a rigorous legal sufficiency review and is in compliance with both CEQA and NEPA. See response to Comment GL1-1. The Final EIR/EIS includes a complete and detailed project description. A Supplemental Traffic Study has been prepared and a Supplemental Draft EIR/EIS prepared and circulated covering potential traffic impacts in Los Angeles County. The analysis and measures presented in the Supplemental Draft EIR/EIS are included in Section 3.1.6 of the Final EIR/EIS.

Response to Comment Letter PC-G18**Comment PC-G18-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

There is a 2-year plant establishment plan in place after the project is completed for the WCC Project. An aesthetics landscape master plan is in place as part of that project, which consists of eucalyptus and jacarandas.

Response to Comment Letter PC-G19

Comment PC-G19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-G20

Comment PC-G20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G21

Comment PC-G21-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-G22

Comment PC-G22-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-G23

Comment PC-G23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G24

Comment PC-G24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G25

Comment PC-G25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G26

Comment PC-G26-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G27

Comment PC-G27-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G28

Comment PC-G28-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G29

Comment PC-G29-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-G30

Comentario PC-G30-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-G30

Comment PC-G30-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G31**Comment PC-G31-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G32**Comment PC-G32-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G33**Comment PC-G33-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Responses – Noise/Noise Analysis and Air Quality.

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-G33-2

The discussion in the table generally reflects the highlights as it relates to the goals and objectives of the plans. The reader would have to read the applicable sections to understand the project as a whole, as project effects on the quality of life are dependent on the reader. For example, the substantial reduction in travel times reported for the build alternative would be an improvement in the quality of life for the 455,000 and 512,000 Average Annual Daily Traffic between SR-22 and I-605 in 2020 and 2040, respectively. Everybody can find something they do not like about the project, but as described in Response to Comment PC-G33-1, Caltrans and OCTA have made an honest effort to reduce impacts to quality of life based on the public comments received from the cities and residents in the corridor cities; however, it should be noted that the addition of capacity does not induce travel, but it does draw trips diverted by congestion back to the freeway.

Air quality was analyzed at both the project level and regional level. Noise was specifically analyzed at the representative receptors shown on the plans in Appendix N. Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Sections 3.2.6 and 3.2.7, project-related emission and noise levels associated with the Preferred Alternative would be less than the future No Build Alternative.

Please see Common Response – Air Quality, Health Risks, and Noise/Noise Analysis.

Comment PC-G33-3

The localized analysis is included and required. The localized analysis is referred to as the “Local-Project Level Analysis” in Section 3.2.6, and includes CO and PM hot-spot analysis and MSAT analysis. Please see Common Responses – Air Quality and Health Risks.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line regarding the referenced traffic jam at the Los Angeles County line.

Comment PC-G33-4

Traffic noise analysis has been conducted according to State and federal guidelines as outlined in Caltrans’ Traffic Noise Analysis Protocol. The results of the Noise Study Report show that the future predicted peak-hour traffic noise levels in this area of Seal Beach would increase by zero to 2 dB.

Traffic noise impacts are considered to occur at receiver locations where predicted design-year traffic noise levels are at least 12 dB greater than existing noise levels, or where predicted design

year traffic noise levels approach or exceed the NAC for applicable activity categories. Typically, a 12-dB increase is for projects where a new freeway is planned. Noise increase due to the proposed project will be much less than 12 dB because doubling the traffic volumes would only increase noise levels by 3 dB.

If existing noise levels are high, traffic noise impacts can occur even when there is no project-related increase in noise. Existing soundwalls can only be replaced by higher soundwalls if an additional 5-dB noise reduction could be achieved. The current maximum preferred height for soundwalls in California is 16 ft due to seismic issues; however, the soundwall that protects residences along Almond Avenue in Seal Beach would be replaced at the original 18-ft height due to the policy of in-kind replacement.

Soundwalls have a “diminishing margin of return” once the line-of-sight to major sources of traffic noise have been cut or blocked, which include, but are not limited to, tire, engine, and truck stack exhaust noise. The insertion loss for barriers does not follow a linear trend in reducing noise levels once the line-of-sight is removed from the tallest noise source, which for traffic noise is the exhaust from truck stacks, which are approximately 12 ft from ground level. Even if the wall could be replaced with a wall taller than the original, the insertion loss would still be less than the required 5-dB insertion needed to attain acoustic feasibility according to Caltrans’ Traffic Noise Analysis Protocol. In fact, adding 12 ft in height to the existing 18-ft-tall soundwall would still not lower noise levels by an additional 5 dB.

The vehicle speeds used in the traffic noise analysis assumed that both directions of I-405 would be traveling at free-flow speeds. This assures that the predicted traffic noise levels will reflect the worst-case scenario for the peak-hour traffic noise level.

Please also see Common Responses – Almond Avenue Soundwall and Noise/Noise Analysis.

Please see Response to Comment PC-G33-3 and Common Response – Air Quality.

Comment PC-G33-5

Please see Response to Comment PC-G33-1.

Comment PC-G33-6

Please see Response to Comment PC-G33-1.

Comment PC-G33-7

The Draft EIR/EIS, including specialized technical studies (see Appendix F for a complete list), represents a comprehensive analysis of the potential temporary and permanent environmental

effects of the proposed build alternatives on the environment. Sections 3.1.4, 3.1.6, 3.2.6, and 3.2.7, as well as the Community Impact Assessment, Air Quality Technical Study, and Noise Study Report, are a comprehensive evaluation of many of the quality of life issues you discuss in your comment. Additionally, as discussed in Response to Comment PC-G33-1, Caltrans and OCTA have made modifications to the build alternatives to further address some of the quality of life issues voiced by you, the corridor cities, and communities and residents, as described in Chapter 2 of the Final EIR/EIS.

The proposed project is subject to federal, as well as State, environmental review requirements. Caltrans, as assigned by FHWA, has prepared this joint Draft EIR/EIS in compliance with CEQA and NEPA. Caltrans is the Lead Agency for compliance with CEQA and NEPA. Please see Common Response – Insufficient Environmental Document/Mitigation Measures.

Response to Comment Letter PC-G34

Comment PC-G34-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

It appears that this comment pertains to construction of the WCC Project; therefore, please direct your comment to the OCTA Community Relations Office (550 South Main Street, Orange, CA, 714-560-5376).

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-G34-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-G34-3

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-G34-4

Please see Responses to Comments PC-G34-1 through PC-G34-3 above.

Response to Comment Letter PC-G35**Comment PC-G35-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Project-related construction and operational air quality effects were analyzed in detail in the project Air Quality Technical Study. As described in Section 3.2.6 of the Draft EIR/EIS, project-related emission levels associated with the build alternatives would be less than the future No Build Alternative. Please see Common Response – Air Quality.

Alternatives with both LRT and BRT are included in Section 2.2.7, Alternatives Considered but Eliminated from Consideration, of the Draft EIR/EIS. LRT was considered in four such alternatives, and BRT was considered in two such alternatives. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS. BRT and LRT in the project corridor would not be feasible or reasonable without extensions and connections north and south of the project limits. Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-G36**Comment PC-G36-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G37**Comment PC-G37-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

As discussed in Chapter 2 of the Final EIR/EIS, on July 31, 2007, Caltrans approved a Project Study Report for a separate project (EA 0J440K) to provide continuous ingress and egress from the HOV lanes on the entire length of I-405 in Orange County. This separate project has not yet been programmed or funded; however, the proposed continuous access would be implemented as part of Alternatives 1 and 2 for the segment of I-405 between Euclid Street and I-605. Transit vehicles and HOV2+ would continue to be eligible to utilize the HOV lanes.

Continuous access is not compatible with Alternative 3.

Response to Comment Letter PC-G38

Comment PC-G38-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The population and employment forecasts used for traffic forecasting are approved by SCAG. Because of the recent economic recession, there has been a significant reduction in traffic volumes throughout the region. Caltrans published traffic data for I-405 shows a reduction in daily traffic of approximately 20 percent between 2005 and 2009 for the freeway segment south of Euclid Street.

Because the business cycle is largely unpredictable, traffic forecasts are prepared independent of the business cycle. The traffic forecasts for year 2020 and 2040 are based on the population and employment forecasts for those years. The percent growth in traffic between 2009 and 2020/2040 seems high only in the context of reduced traffic volumes caused by the recession. With the economy expected to rebound in the future, traffic volumes are expected to quickly reach pre-recession levels and increase further as projected.

A comparison of pre-recession traffic data (year 2005) to forecast volumes shows annual growth rates of 1.0 to 1.5 percent from 2005 to 2040 and annual rates of 1.1 percent or less from 2020 to 2040, consistent with the referenced City forecasts.

Comment PC-G38-2

Net migration from the entire state of California must be broken down to more localized population shifts for use in forecasting travel along the 16 miles of I-405 in the project corridor. The population and employment forecasts for the communities along the corridor and for Orange County as a whole are presented in Tables 1-7 and 1-8 on page 1-11 of the Draft EIR/EIS. The

tables show that population and employment in the corridor communities and Orange County as a whole are forecast to increase substantially through year 2040. For example, Orange County employment is anticipated to increase by 24 percent from 2005 (when employment is 1,615,936) and 2040 (when employment is 2,003,798). Please see Response to Comment PC-G38-1.

Comment PC-G38-3

Please see Response to Comments PC-G38-1 and PC-G38-2.

Response to Comment Letter PC-G39**Comment PC-G39-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-G40**Comment PC-G40-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall.

Response to Comment Letter PC-G41**Comment PC-G41-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-G42

Comment PC-G42-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-G43

Comment PC-G43-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G44

Comment PC-G44-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Respuesta a la Carta De Comentario PC-G45

Comentario PC-G45-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como está escrito en el reporte llamando en inglés “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveída en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-G45

Comentario PC-G45-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-G46

Comentario PC-G46-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-G46

Comment PC-G46-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-G47

Comentario PC-G47-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-G47

Comment PC-G47-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G48

Comment PC-G48-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-G49

Comentario PC-G49-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-G49

Comment PC-G49-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-G50

Comentario PC-G50-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-G50

Comment PC-G50-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G51

Comment PC-G51-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to the population and employment forecasts upon which the traffic forecasts are based, please see Response to Comment PC-G38-1.

Comment PC-G51-2

The build alternatives are all forecast to reduce congestion on I-405. This will encourage more drivers to stay on I-405 rather than divert to local streets as a result of freeway congestion. With respect to health problems, please see Common Response – Health Risks.

Comment PC-G51-3

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-G52

Comment PC-G52-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall.

Response to Comment Letter PC-G53

Comment PC-G53-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-G54

Comment PC-G54-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall.

Response to Comment Letter PC-G55

Comment PC-G55-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. As stated in the EIR/EIS, no full acquisitions of residential properties are anticipated.

Response to Comment Letter PC-G56

Comment PC-G56-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall.

Response to Comment Letter PC-G57

Comment PC-G57-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-G58

Comment PC-G58-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-G56-1.

Response to Comment Letter PC-G59

Comment PC-G59-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-G56-1.

Response to Comment Letter PC-G60

Comment PC-G60-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall.

Response to Comment Letter PC-G61

Comment PC-G61-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-G62

Comment PC-G62-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Renewed Measure M was passed by the voters of Orange County, and the proposed project was included in that measure. For additional information, please see Common Response – Measure M Funding.

Comment PC-G62-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall.

Comment PC-G62-3

Alternatives M3, M9, M10, M11, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M10, M11, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Comment PC-G62-4

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-G63

Comment PC-G63-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.